



COMMUNITY INVOLVEMENT / STUDY AREA / NOVEMBER 2004 COMMENTS

113

US 113 North / South Study

May / June 2005

Community Involvement

There are many ways for residents, property owners, business owners and everyone who travels US 113 and its crossroads to stay informed, make their views known and contribute:

- **Project Video: Borrow it, Request a Showing**
(Call Project Phone Number Below)
- **Public Workshops**
- **Working Group Meetings**
- **Web Site: www.deldot.net/static/projects/us113**
- **Project Mailing Address:**
DelDOT Public Relations Office
P.O. Box 778
Dover, DE 19903
- **Project Phone Numbers: 1-800-652-5600 (in DE) or 302-760-2080**
- **Project Fax Number: 302-739-2217**
- **Project Email Address: dot-public-relations@state.de.us**

**WE ARE HERE TO LISTEN AND TO GAIN YOUR INPUT.
LET US KNOW WHAT **YOU** THINK.**

A Cooperative Effort



Delaware Department of Transportation



Federal Highway Administration



Sussex County



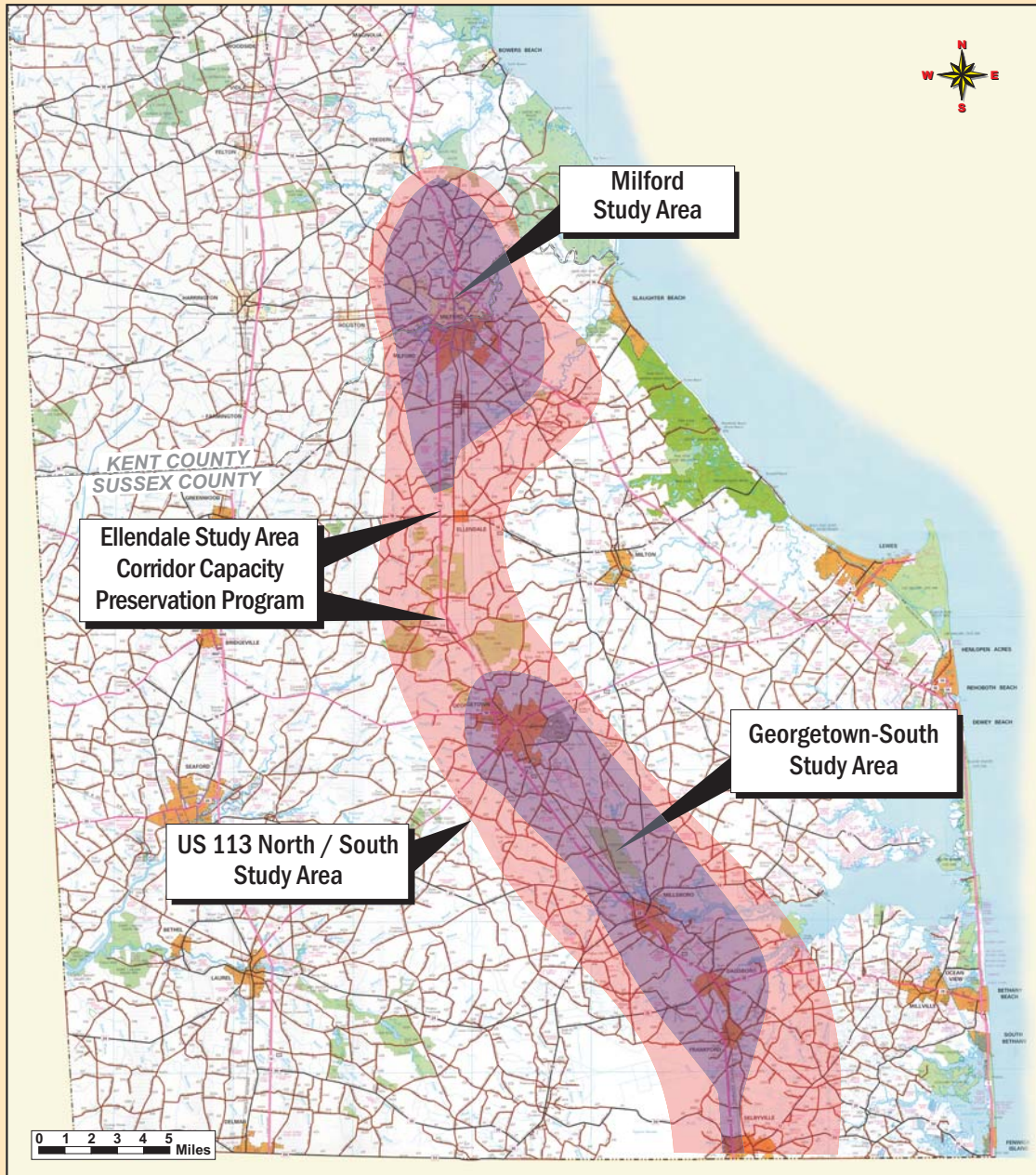
COMMUNITY INVOLVEMENT / STUDY AREA / NOVEMBER 2004 COMMENTS

113

US 113 North / South Study

May / June 2005

Study Areas



LEGEND

- US 113 North / South Study Area
- Milford / Georgetown-South Study Area

Source: General Highway Map Sussex / Kent County, 1992, Rev. 2000 - DeIDOT Division of Planning



COMMUNITY INVOLVEMENT / STUDY AREA / NOVEMBER 2004 COMMENTS



US 113 North / South Study

May / June 2005

Summary of Comments Received for Ellendale Area

General

Working Group Comments	Public Workshop Comments	Agency Comments
<ul style="list-style-type: none"> • Agricultural vehicle access, particularly across 113; • Why not just add third lane to US 113? • Credibility of Long Range Traffic, growth and development projections; • When will this be done? • Will a program be put in place to purchase the needed right-of-way, Development / Access rights etc.? • This is being done to get people to the beach faster at the expense of the locals; • It is possible that development growth would be encouraged by improving US 113; • You need to plan now for the future; • Road 213 and other local roads are a more pressing issue for Ellendale than US 113. 	<ul style="list-style-type: none"> • Do not finalize a decision on the N/S until completion of the E/W Feasibility Study; • Consider a limited Western Bypass of US 113 in the immediate Ellendale Area. 	<ul style="list-style-type: none"> • Extent and nature of impacts overriding concern; • Avoid impacts where possible; • Minimize impacts when unavoidable.

On-Alignment

Working Group Comments	Public Workshop Comments	Agency Comments
<p>General</p> <ul style="list-style-type: none"> • Comments dealt, almost exclusively, with specific issues; • Fleatown/Staytonville road overpass of US 113 and its impact of properties on the north side of Fleatown Road; • The connection of VFW Road to 113; • The impact to the businesses at the 113/16 intersection with the construction of a grade separation. 	<p>General</p> <ul style="list-style-type: none"> • Written and Map comments addressed, almost exclusively, specific plan issues: • Raise and widen stream crossings to accommodate wildlife passage; • Move SB ramps at Road 213 overpass to minimize agricultural impacts; Sharon's Road does not need to be cul-de-saced. 	<ul style="list-style-type: none"> • A combination of Option 1 north of Ellendale with Option 2 south of Ellendale appears to minimize impacts and could be acceptable to the resource agencies; • Avoid impacts to Teddy's Tavern and the roadside picnic facility in the Ellendale State Forest. Both are eligible for inclusion to the National Register of Historic Places.

Summary

Working Group Comments	Public Workshop Comments	Agency Comments
<ul style="list-style-type: none"> • For the Working Group and the Public, in general, an on-approach is reasonable; • Improvements to Road 213 should be evaluated and recommended in the near-term; • Issues of timing and a program to acquire right-of-way, Access / Development rights, etc. needs to be developed with greater detail and presented. 		<ul style="list-style-type: none"> • Extent and Nature of impacts extremely and Nature of impacts extremely important; • Preference for On-Alignment Approach; • A combination of Options 1 & 2, minimizing natural and cultural resource impacts, appears feasible.